

The China Mail

Established February, 1845.

VOL. XL. No. 5580.

號六千八百八十一英

HONGKONG, TUESDAY, AUGUST 26, 1884.

A JEWEL IN NEWCASTLE
TOM SCA

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGER, II & 12, Clement's
Court, Lombard Street, E.C. GEORGE
STREET, 16, So. Cornhill, GORDON
& CONNELL, 14, Queen's Square, E.C. BATES
HENDERSON & CO., 37, Walbrook, E.C.
BANISTER, DEIGNON & CO., 150 & 155,
Newgate Street.

PARIS AND EUROPE.—GALLIEN &
PIERRE, 39, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park
Row.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTCH, Mel-
bourne and Sydney.

SAN FRANCISCO.—American Ports
generally.—BAIN & BLACK, San Fran-
cisco.

SINGAPORE, STRAITS, &c.—SAYLE &
CO., 2, Queen's Street, Singapore.

CHINA.—MAZDO, MESSRS A. A. DE MELLO
& CO., SINGAPORE; QUELLEN & CO.,
AMON, WILSON, NICHOLLS & CO.,
FOOTSCRAY, HABOUR & CO., Shanghai,
LANE, CRAWFORD & CO., and KELLY
& WALSH, Yokohama, LANE, CRAW-
FORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING
CORPORATION.

Paid-up Capital \$7,500,000
Reserve Fund \$4,400,000
Reserve for Equalization of
Dividends \$400,000
Reserve Liability of Pre-
scribers \$7,500,000

Court of Directors.
Chairman—A. P. McEWEN, Esq.
Deputy Chairman—Hon. F. D. SASQUON,
Esq.

D. BOTTOMELEY, M. GROTE, Esq.
H. HOPKINS, Esq.

E. L. DALYMPLE, Hon. W. KEWICK,
Esq.

M. E. MORRIS, Esq. A. MOLIVE, Esq.
M. E. SASQUON, Esq.

CHEMIST MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

London BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate
of 3 per cent. per annum on the daily
balance.

For Fixed Deposits.—

For 3 months, 3 per cent. per annum.

6 " " 4 per cent.

12 " " 5 per cent.

LOCAL BANK DISCOUNTS.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drugs granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,

Chief Manager,

Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG
SAVINGS BANK.

1.—The business of the above Bank will
be conducted by the Hongkong and
Shanghai Banking Corporation, on their
premises in Hongkong. Business hours
on week-days, 10 to 3; Saturdays, 10
to 1.

2.—The Assets of the Hongkong and
Shanghai Banking Corporation will
form a direct security for the repay-
ment of sums deposited in the above
Bank.

3.—Sums less than \$1, or more than \$250,
at one time will not be received. No
depositor may deposit more than \$1,500
in any one year.

4.—Depositors may be on behalf of relatives,
or trusts, &c., in addition to the deposi-
tor, our account.

5.—Persons desirous of saving sums less
than a dollar may do so by affixing
clean ten-cent stamps to a form to be
obtained at the Bank or at the Post
Office. When the form is presented
with ten clean stamps the depositor will
be credited one dollar.

6.—Depositors in the Savings Bank having
\$100 or more at their credit may, at
their option transfer the same to the
Hongkong and Shanghai Banking Cor-
poration on fixed deposit for 12 months
at 5 per cent. per annum interest.

7.—Depositors may be rewarded from the
Ports by means of clean Hongkong
Postage Stamps of any values.

8.—Interest at the rate of 3 per cent. per
annum will be allowed to depositors on
their duly balanced accounts.

9.—Each Depositor will be supplied gratis
with a Pass-Book which must be pre-
sented with each payment or with-
drawal. Transfers must not exceed
any amount transferred in their favor.

10.—Each Depositor will be entitled to
one free stamp of one cent value
from the Bank or Post Office.

11.—Covers containing Pass-Books, Re-
gistered Letters containing Stamps of
other Remittances, and generally, cor-
respondence to the business of the
Bank will, if marked, On Hongkong
Service, Book Stamps be forwarded
free of postage or Registration Fees
by the various British Post Offices in
Hongkong and China.

12.—Withdrawals may be made on demand,
but the personal attendance of the
depositor or his duly appointed agent,
and the production of his Pass-Book
are necessary.

13.—All documents connected with the
business of the Savings Bank are
exempt from stamp duty.

14.—For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSINESS
will be commenced on the
1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager,

Hongkong, April 25, 1884. 716

PROSPECTUS.

**HONGKONG & CHINA TRAMWAYS
COMPANY, LIMITED.**

CAPITAL, \$500,000 DOLLARS.
In 10,000 Shares of \$50 each, \$5 payable on
Application, \$10 on Allotment, and the
Remainder by Calls as required.

Provisional Committee:

The Hon. W. KESWICK (Chairman).

The Hon. W. JACKSON.

The Hon. D. SASQUON.

The P. CHATER, Esq.

W. DANBY, Esq.

W. H. FORBES, Esq.

W. K. HUGHES, Esq.

A. B. JOHNSON, Esq.

J. A. MOSELEY, Esq.

W. W. WOTTON, Esq.

Bankers:

**THE HONGKONG AND SHANGHAI
BANKING CORPORATION.**

Advertisers:

W. DANBY, Esq., M. Inst. C.E.

R. K. LEIGH, Esq., Assoc. M. Inst. C.E.

Solicitors:

Messrs. BRERETON, WOTTON AND
DEACON.

Temporary Office:

13, PRAYA CENTRAL, HONGKONG.

ABRIDGED PROSPECTUS.

The Company has been formed for the
purpose of constructing, equipping, and
working a series of Low Level Steam
Tramways in Victoria, Hongkong, Hong-
kong. The Special Ordinances (Nos. 6
and 18 of 1883) have been passed by the
Legislative Council and the Government
authorizing the construction and working
of the same.

Victoria is very favourably adapted for
Tramways, owing to its configuration, the
easy gradients of its principal street, (the
main thoroughfare from the East to the
West ends, along which the Tramways will
be laid), and the immense incessant traffic.

The Tramways will be constructed in the
best and most substantial manner, and with
all the latest improvements, with steel
under rails, bedded in concrete, but no
wood or other perishable material will be
used.

The Tramways are intended to be worked
by Steam Traction, such being much more
economical, trustworthy, and under more
efficacious control, having more power of
overcoming gradients, and giving better re-
sults (pecuniary and otherwise) than horse,
compressed air, electricity or other motive
power.

The engines will be constructed accord-
ing to the Board of Trade regulations and
will in no way be a nuisance, being almost
noiseless, requiring no machinery, smoke,
or steam visible.

The Committee anticipate, from the rela-
tively low cost per mile of the projected
Tramways, combined with other numerous
advantages connected with the undertaking,
that the dividend return will be satis-
factory.

There is no agreement or contract in
existence affecting this undertaking.

Plans and Estimates may be seen at the
Office, and the full Prospectus and Forms
of Application for Shares and every other
information may be obtained from

The SECRETARY AND ENGINEERS,
No. 13, PRAYA CENTRAL,
HONGKONG.

APPLICATIONS for SHARES will be Re-
ceived until the 30th SEPTEMBER.

Hongkong, August 7, 1884. 1319

**THE NEW ORIENTAL BANK
CORPORATION, LIMITED.**

(Incorporated under the Companies Acts
1863 to 1883, whereby the liability of
the Shareholders is limited to the
amount of their Shares.)

CAPITAL \$2,000,000.

First Issue of 100,000 SHARES of \$100 EACH,
Of which 50,000 are Reserved for
Issue in India, China, Japan
and the Colonies.

PAYABLE £1 on Allotment, and
the Balance of £2 at such times and in
such sums not exceeding £2, as
the Directors may determine,
and at intervals of not less
than one month.

INTEREST at Five per cent. per annum will
be allowed upon all payments made
in advance of Calls.)

Directors:

CHRISTIAN ALLIJSEN, Esq.

D. W. P. Director of the International
Bank of London Limited.

LIONEL R. C. BOYLE, Esq.

(Messrs. BOYLE, Campbell, Button & Co.,
80, Lombard Street, E.C.)

W. C. CARGILL, Esq.

Founders of the Cargill Brothers
Bank.

A. E. HARRISON, Esq., C.S.I.

Former President of the Bank of Bengal.

A. J. MACDONALD, Esq.

Late of Sir Charles Forbes & Co., and
formerly President of the Bank of
Bombay.

SIR BENJAMIN C. G. PINE, C.M.G.

Oriental Club, Hanover Square, late
Governor of Leeward Islands.

GRANT HEATLEY TOD, HEATLEY IV, Esq.,
13, Carlton House Terrace,
London, S.W.

Bankers:

THE UNION BANK OF LONDON,
LIMITED.

THE BANK OF SCOTLAND
(Edinburgh, London and Branches).

Brokers:

Messrs. HOLLAMS, SON & COWARD,

Mincing Lane, London.
Interim Secretary:

R. T. ROHDE, Esq.

TEMPORARY OFFICES: 40, Threadneedle
Street, E.C.

Solicitors:

Messrs. HOLLAMS, SON & COWARD,

Mincing Lane, London.

Forms of Application for SHARES may
be obtained from the OFFICES of the
CENTRAL BANK CORPORATION, HONGKONG.

All Payments on Application for SHARES
are to be made to the HONGKONG & SHANGHAI
BANKING CORPORATION, HONGKONG.

Applications for SHARES will be received
until the 15th SEPTEMBER.

15th August, 1884. 1357

NOTICE.

**THE HONGKONG & SHANGHAI
BANKING CORPORATION.**

CAPITAL, \$500,000 DOLLARS.
In 10,000 Shares of \$50 each, \$5 payable on
Application, \$10 on Allotment, and the
Remainder by Calls as required.

Provisional Committee:

The Hon. W. KESWICK (Chairman).

The Hon. W. JACKSON.

The Hon. D. SASQUON.

The P

THE CHINA MAIL

No. 6580.—August 26, 1884.

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSEUR),
ARE NOW
LENDING FROM AMERICA.

HOPQUAN BUTTER. Eastern and California CHEESE.
CODFISH. Bonito.
PINE HAMS AND BACON.
Eggs. Brand Condensed MILK.
Bacon. BEEF in 25 lb. cans.
Beef. Ideal SALMON in 25 lb. cans.
Cutting Dessert FRUIT in 25 lb. cans.
Assorted Fresh VEGETABLES.
Potted SAUSAGE and Bouillons.
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.

Richardson & Hobbin's Celebrated Potted MEATS.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb.
900 lb.
1,200 lb.

K A I S A R - I - H I N D
CIGARETTES

in crystallized Boxes of 100 at 88.50 per mile.

SPORTING AND RIFLE GUNPOWDER
in 1-lb. Tins.

AGATE IRON WARE.
INSERTION RUBBER.
Took's PATENT PACKING.

HITCHCOOK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex-late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORES,
including:

ALMONDS and RAISINS.
FRUITED PLUMS.
TRIMMINGS DESSERT FRUITS.
JORDAN ALMONDS.

FINE YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Vermonth BLOATTERS.
Kipperd HERRINGS.
Herrings & 14 SARDINES.

INDIAN BACON in tins.
COCAOTINA.
VAN HOUTEN'S COCOA.
EPIC COCOA.

SPARTAN

COOKING STOVES.

OLARETS—
CHATEAU MARGAUX
CHATEAU LA TOUR, Pints & quarts.
RED GRANATES.
BREAKFAST OLARET."

SPHERES & PORT
SAINTO MANZANILLA & AMON.
TILLADO.
SAINTO OLD INVALID PORT
(1845).
HOTY PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 & 2 Star HENNESSY'S BRANDY.
COURVOISIER'S BRANDY.
FINE OLD BOURBON WHISKY.
KETTLEMAN WHISKY.
ROYAL GLENDEE WHISKY.
BOUD'S OLD TOM.
K. & J. DRAKE'S IRISH WHISKY.
HORN'S LIQUEUR JORDAL.
NOHOO FRENCH & CO.'S VERMOUTH.
JAMES'S WHISKY.

MARSHALS
HEVER CIDER.
CHARTREUSE.
MARSHALIN.
CERUSOLE.
ANGOSTURA Bitter and ORANGE
BITTERS.
etc., &c., &c.

BASSE ALE, bottled by CAMBRO and
GARDNER, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BROWN, pints and quarts.

draught ALE and PORTER, by the
Galon.

ALE and PORTER, in hogsheads.

SPICED SPICED

CIGARS.

Mrs Newcomer's CUMSHAW TEA, in
Scent Boxes.

BREAKFAST CONGOU @ 25 cents a lb.

Notices to Consignees.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenrothes*, having arrived
from the above Port, Consignees
of Cargo are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Underwriters, whence and/or from
the Wharves or Warehouses may be ob-
tained.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
1 p.m. To-day.

Cargo remaining undelivered after the
30th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & Co.

Hongkong, August 23, 1884. 1409

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, August 26, 1884. 1426

To-day's Advertisements.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship
Portuguese.

Capt. F. Ashton, will be
despatched for the above

Ports TO-MORROW, the 27th instant, at

3 p.m., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, August 26, 1884. 1426

To-day's Advertisements.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

(Taking cargo at Pinting rates
for NINGPO, CHEFOO, TIEN-

TSIN, NEWCHOW, HANKOW and
Ports on the YANGTZEKOW.)

The Steamship
Portuguese,

Capt. F. Ashton, will be
despatched for the above

Ports on FRIDAY, the 20th instant, at

4 p.m., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, August 26, 1884. 1426

To-day's Advertisements.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWALLOWS.

(Taking cargo at Pinting rates
for SWALLOWS, HOLOW,

AMOY, for TIENTHAN, and
HAMILTON, French cruiser, for a cruise.

Bangalore, for SINGAPORE, and
Hampshire, for VICTORIA.

The Steamship
Portuguese,

Capt. F. Ashton, will be
despatched for the above

Ports on FRIDAY, the 20th instant, at

3 p.m., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, August 26, 1884. 1426

To-day's Advertisements.

To-day's Advertisements.

TELEGRAMS FOR TO-MORROW.

Shipping.

From—Kangtung Leaves for Com-
forts.

To—Kangtung Leaves for Com-
forts.

3 p.m.—Kong Peing leaves for Swatow, etc.

3 p.m.—Lydia leaves for Yokohama, etc.

3 p.m.—Foxies leaves for Amoy, etc.

4 p.m.—Oren leaves for Adenada, etc.

4 p.m.—Oren leaves for Adenada, etc.

To-day's Advertisements.

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSARY CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH FAIRIES

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Glycerine, Potas Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactury is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

SUN AND TIDE TABLE FOR
HONGKONG.

AUGUST—SEPTEMBER.

HIGH WATER. SUN.

Day of Month. Morning. Afternoon. Tide. Sun.

27. 0.28. 0.19. 0.50. 6.50.

28. 0.6. 0.30. 0.42. 5.90.

29. 0.1. 1.5. 5.43. 6.10.

30. 2.21. —. 5.43. 6.18.

31. 3.25. —. 5.43. 6.17.

1. 4.42. 8.39. 5.54. 6.10.

To-day's Advertisements.

DEATHS.

On the 15th July, in London, from

disease contracted in China, Vice-Admiral GEO. BALLANTINE, R.N., aged 38.

To DEFEND.

Por Kuan-tung, for Swatow, etc., Eu-

opeans, and 300 Chinese.

Por Ping-on, for Amoy, 20 Chinese.

Por Zafiro, for Manila, 30 Chinese.

Por Geng, for Shanghai, 4 Europeans.

Por Haro, for Saigon, 200 Chinese.

Por Eden, in Tientsin, 1 European.

DEPARTED.

Por Kuan-tung, from London, 2 Eu-

opeans, and 300 Chinese.

Por Ping-on, for Amoy, 20 Chinese.

Por Zafiro, for Manila, 30 Chinese.

Por Geng, for Shanghai, 4 Europeans.

Por Haro, for Saigon, 200 Chinese.

Por Eden, in Tientsin, 1 European.

DEATHS.

On the 15th July, in London, from

disease contracted in China, Vice-Admiral GEO. BALLANTINE, R.N., aged 38.

To DEFEND.

Por Kuan-tung, for Swatow, etc., Eu-

opeans, and 300 Chinese.

Por Ping-on, for Amoy, 20 Chinese.

Por Zafiro, for Manila, 30 Chinese.

Por Geng, for Shanghai, 4 Europeans.

Por Haro, for Saigon, 200 Chinese.

ing in the city of Victoria, with its 150,000 inhabitants, and about 100,000 Chinese labourers, and the inhabitants of the Chinese population are still in the same state. In fact, the "miserable Chinese" quarter of the town would seem to offer a permanent home for cholera; yet, although isolated cases occur from time to time, the disease hitherto has never become "epidemic." The true condition of security which prevails in Hong Kong, which is absent from Chinese towns, and we may feel ashamed to say, from most English towns also, is the purity of the water supply.

The following telegrams are taken from Australian papers:

London, July 23.—The torpedo boat constructed for the Queensland Government made a trial trip to-day, and attained a speed of 17.21 knots per hour.

The capital of the new Oriental Bank is being subscribed freely. Applications for shares to the amount of £100,000 have been received from Sydney, and the total amount subscribed from the East is £300,000. Many of the depositors in the old Oriental Bank are converting their deposits into shares in the new bank.

The captain of a Spanish gunboat was arrested at Jamaica by the captain of H. M. S. *Manning* for firing a British shot.

London, July 27.—The Australian cricket team, now playing in England, have booked their passage for Australia by the *Orion* and *Orion's* steamer *Leviathan*.

London, July 27.—The Australian cricketers commenced a match to-day at Brighton against a team of Sussex. The attendance was good and the weather fine. Sussex won the toss and went to the wicket, which they occupied all day, and when the stump were drawn they had lost nine wickets for 287 runs. The highest scores were Wynter, who was bowled for 112, and Phillips, not out, 109.

London, July 27.—The match was continued at Brighton to-day. The attendance was again very large, but heavy rain fell at intervals during the day, and temporarily interrupted the game. The home team concluded their first innings, but only added 9 to yesterday's score, the last wicket falling for 306 runs. Phillips was caught for 117. The Australians then went in, and made a good stand, having made 223 runs when the stumps were drawn for the day. Murdoch played a brilliant innings, being stuck for 67; and Midwinter also played well for 50, out.

London, July 27.—A team of the Australian cricket team, who were playing in England, were all disengaged for 900. Midwinter was caught for 67.

The Australians then followed their innings, and made 11 out for 144, the largest score in the second innings being Bonnor, who was caught for 42. The home team then went to the wicket, and when play was stopped for the day they had lost four wickets for 25 run. Blackman being not out 18. The match was drawn in favour of the home team, who had 32 runs to the

match.

THE HOSTILITIES AT FOOCHOW.

DETAILS OF THE FIGHTING.

The *Woozing*, Captain Hunt, arrived here this afternoon from Foochow. She left Pagoda Anchorage shortly after midday on Sunday. The fighting on Saturday took place in the immediate neighbourhood of the *Woozing*—so near to her, in fact, as to endanger her safety and that of the other merchant steamers at the Anchorage.

We are indebted for the following particulars of the fighting to the Captain of the *Woozing* and a passenger on board.

The *Glenfield* had a narrow escape. One of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The Chinese forces hardly showed more fight than the vessels. When a shell came anywhere near them the soldiers could be seen running away in crowds. Only two or three rounds are believed to have been fired from the forts altogether—from many of the guns only one round was fired.

The French went on bombarding the forts and vessels until half past five, when the particular forts attacked were in ruins, and the Chinese war vessels on fire or at the bottom of the river.

Another uproar began, however, at about half past seven, when the French commenced firing at several burning vessels for the purpose of sinking them; of these burning vessels several came down the river past the merchant men.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield* that the steamer lost both her anchors, the burning vessel apparently having drifted on to the anchor chains. The French then went on board the *Glenfield* and another went ashore some distance in endeavouring to escape in the same direction, and appeared to have hopelessly damaged herself.

The *Glenfield* had a narrow escape. One

of the burning vessels drifted down on her and sank right across her bows. She sank so close to the bows of the *Glenfield*

